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study dealing with the Soviet shipbuilding industry. The study primarily concerns itself with an analysis of the increase in gross registered tonnage of the merchant and river fleets, and touches lightly on the area capacities and individual shipyards of the Soviet Union. The study also discusses naval construction in relation to its affect on the overall maritime tonnage figures, and Soviet reparations and trade agreements as a means of supplementing Soviet shipbuilding capacity.

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RUSSIAN TONNAGE AND DOCKS

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The question of tonnage is of serious concern to the Soviet Union. Greatest attention is required by the river fleet, assigned to internal traffic, and by the navy, both surface and submarine craft, the development of which has quite probably been greatly exaggerated in the West. The river and ocean-going fleets ~~of~~ of the countries belonging to the Soviet sphere of influence, primarily those of China, also need to be rebuilt. On the basis of the relative program, present tonnage is to be increased from 10 million to 15 million tons of gross tonnage.

In the Soviet Union there are now about 500 shipyards, of which only 50 are able to build ocean-going ships. Most of these shipyards build river and lake vessels, and do not provide them with engines or motors. It is not known to what extent these shipyards can manufacture parts for ocean-going ships. ~~Sub~~ Submarine sections are constructed in the shipyards of Gorki and Kolomna. After Leningrad, the most important center of the Soviet shipbuilding industry is the region of the White Sea, with the centers of Arkhangel'sk, Murmansk, and Molotovsk.

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The Marti, Zhdanov, Sudomekh, and Ordzhonikidze shipyards in Leningrad are able to build ships of up to 30,000 tons, but because of the small depth, they do not build them of that tonnage. 25X1

Repairs are usually made in Kron^hstadt, where there is a dock capable of handling ships of up to 50,000 tons. Another floating dock for ships of up to 35,000 tons, destined for the same port, is now under construction in Rostock.

The activity of the above-mentioned shipyards in the region of the White Sea is hampered by the long duration of winter and their distance from the ^{shops} ~~factories~~ supplying them. Most of their production is for the navy.

Apparently some new heavy cruisers ~~have~~ have been launched recently.

The most important of these shipyards is the one in Molotovsk; sections for submarines are built there even in winter, under cover.

Formerly Odessa was one of the most important ^{shipyard} centers on the Black Sea, followed by Nikolayev, where naval vessels are built. However, ^{this construction} ~~the shipyard~~ ^{has} been shifted to more protected centers.

The southern shipyard in Kherson has been modernized. The Ingerman shipyard, which in 1952 had three building-slips each 400 meters long, has been enlarged and renovated. This shipyard has been assigned the major part of the ~~reparations~~ shipyard equipment provided by Germany ^{as reparations.}

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The Odessa shipyard is now occupied almost exclusively with repairs. In its place, the two shipyards of Nikolayev, which had formerly built warships (since 1948, the Molotov, of about 25,000 tons), have been put back into operation.

New shipyards have been built at Mariupol and Berdyansk.

The existing system of canals makes it possible to ^{take advantage of} ~~some~~ shipyards very far from the sea, and of the machine ~~shops~~ shops of Moscow for blocks of cast iron and for engines.

The shipyards of the Caspian Sea and its hinterland are able to build ships in series up to ~~30,000~~ 17,000 tons. In 1939 the "Sovtorgflot" had tankers of 8,000 tons built in the shipyards of the middle Volga.

In the Far East, a new shipbuilding center has developed on the Amur River as a result of the decentralization imposed by new military directives.

As a result of wartime experiences, the installations in Vladivostok have been expanded only in regard to possibilities of repair. The shipyard of Komsomolsk, equipped for the construction of ships with 9 meters draft, is very important. With the dredging of the bed of the Amur, the distance to the centers of heavy industry in Siberia could be profitably shortened.

Even today, as in the past, the production of the Soviet shipyards is destined primarily for river navigation. The Soviet Union, with its 800 canals and 120,000 kilometers of navigable waterways, has the most

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extensive system of river routes in the world. Between the beginning of the Five-Year Plan and the outbreak of the war, half of the production of the shipyards, which had reached 500,000 tons in 1940, consisted of non-powered barges or tugs. The importance of internal navigation is also indicated by the extent of the ~~reparations~~ ^{reparations, in the form} of equipment used in it, demanded from [REDACTED] East Germany, and the exploitation of the shipyards of the satellite countries. Even if the Soviet internal fleet today has a total displacement of 10 million tons, it cannot be said that this is exaggerated, especially if one compares it with the 13 million tons of total capacity which it had in 1906. In any event, it must be observed that with the greater number of tugs and self-propelled vessels and with the greater tonnage of individual vessels, it has been possible to quadruple transport capacity. The present transport capacity of the internal fleet should be about 140 million tons per year.

^{Since} ~~Although~~ only 20 percent of goods in the Soviet Union are transported by river routes, the tonnage destined for internal navigation is being enlarged and modernized according to a precise plan. The improvement of the already existing canals from the north toward Moscow is also a part of the plans for intensifying the internal navigation of the Soviet Union, and the western transit ports are destined to feel the consequences of this.

In the course of the last Five-Year Plan before the war, the Soviet Union had succeeded in building only 100,000 tons of shipping per year. Even construction for the navy was proceeding slowly. Cruisers of the

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"Chapayev" type, belonging to the class of heavy cruisers which were recently introduced, had been in the shipyards for more than ten years. That is the reason for the purchases of old vessels made before the war, and for the ~~transfer~~ ^{transfer} to foreign shipyards of vessels under construction or being fitted out. In fact, in ~~that~~ ^{had become} decade it ~~was~~ ^{absolutely necessary} to remedy the deficiencies in internal transportation and ^{provide for} to replace ~~the~~ ^{ment of} tonnage of internal shipping lost ~~during the~~ ^{for reasons of} war. It is interesting to note that not until 1937 was it possible to reach the total of 750,000 ~~indicated~~ horsepower indicated.

The rate of the ~~second~~ ^{favorable} reconstruction since 1945 can be followed by means of the quantities of goods transported. The quantity of goods transported in 1913 was not reached again until 1934-1935, but in 1953 the quantity transported was already more than double the 1937 level. It has been possible to bring the internal tonnage of the Soviet Union to full strength by the application of authoritarian principles, with the possibilities of exploiting the shipyards of the Danube from Varna to Vienna, with the reparations furnished by [redacted] East Germany, and with the contribution of the Baltic shipyards. At the present time, this tonnage should total at least 10 million, and the goods transported should have reached 160 million tons. 25X1

The problem of tonnage of the Soviet Union as well as that of the 50 shipyards in the construction of ocean-going vessels cannot be judged without taking into account the construction program of the Soviet Navy. An essential part of the light war vessels is included in the budget and in

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the Five-Year Plan of the Ministry of the Interior; on the other hand, some shipyards are included in the budget of the Ministry of the Navy.

The shipbuilding industry was originally under the jurisdiction of the People's Commissariat for Ship Construction. During this time, it was first divided into three sub-groups: internal navigation, ocean navigation, and navy; a fourth sub-group, machine building, was added later. Since 1953, however, it has all been divided into two ministries: the Ministry of Ocean Navigation and the Ministry of Internal Navigation, so that it is not possible to learn the productive capacity of the shipyards. Therefore, one ~~should not take any data for granted, and it is not possible to accept anything that is not substantiated,~~ especially in regard to the tonnage of Soviet submarines.

At the outbreak of the war, the Soviet Union had 290 submarines, which had been reduced to 150 by the end of the war. Since 1950, one could assume an annual increase of 50-60 units; of the 200 submarines in 1946, only a part could be usable today. The fact that the Soviet Navy, in spite of its slow rate of production, is succeeding in producing the large quantity of submarines which is attributed to it is explained by the statement that the shipyards are devoting all their activity to this production. Such a program, however, poses extremely serious problems for the electrical industry.

Furthermore, specialization in the Soviet Union has permitted the concentration of the construction ~~of~~ of submarines in special assembly shops, including those of Vladivostok and Komsomolsk on the Pacific, Arkhangel'sk on the White Sea, the new Molotov shops, and a part of the Zhdanov Shipyards (formerly Baltic Shipyards) in Leningrad.

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The construction of merchant ships is reserved primarily for shipyards specialized in construction in sections. Since 1945 the merchant fleet of the Soviet Union has been enlarged and partially modernized. There has been scant interest in old ships, because they are relatively too expensive.

Today the Soviet merchant fleet has a gross tonnage of 3 million tons, including ocean-going fishing vessels. To this figure, 400,000 to 500,000 tons of tankers on the Caspian Sea should be added; of these, only the smaller units can be used on other seas. Also, the 150,000 tons of shipping on the Arctic Ocean should be considered as small coastal vessels. The recent increase of one million tons of gross tonnage consists mostly of fishing vessels and special vessels; reparations have supplied mostly internal shipping and fishing vessels.

At the present time the construction of tankers of large tonnage (30,000 tons displacement) is planned.

Poland has two 18,000-ton tankers under construction for delivery to Russia. [redacted] 13 tankers of 1,100 tons gross tonnage^{for Russia,} and East Germany is to furnish tankers of medium tonnage. Only from these foreign sources can the Soviet Union's tonnage of ocean-going tankers be increased; it now amounts to 300,000 tons gross tonnage.

In regard to productive capacity of shipyards, the Soviet Union should have reached the level of one million tons, of which only 400,000 tons could be used for ocean-going shipping. It has ~~had to~~ ^{have recourse to} ~~have recourse to~~

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foreign countries for the construction of cargo ships and ~~the~~ tankers of dimensions usual today. There are deficiencies in regard to engines and equipment. Most of the cargo ships still use coal, and the few diesel engines are of too antiquated a design. It seems that the Soviet Union has procured [REDACTED] the patent for the reproduction of large marine diesel engines of more than 4,000 ~~horsepower~~ horsepower, which will be manufactured in Rostock.

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